

Rediscovering China

# Creative Life In Shanghai Subway

Edited by "Creative Life in Subway" Writing Group  
Translated by Transn Information Technology Co., Ltd.

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For more information, please contact:  
Shanghai People's Publishing House  
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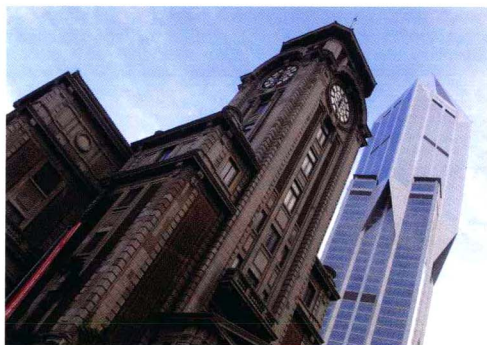
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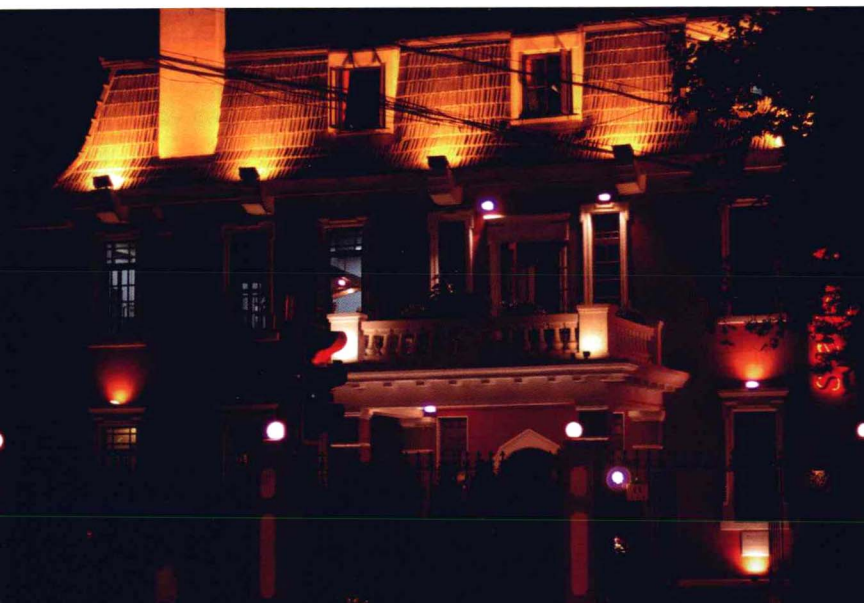
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*Hello, Hai-bao! Hello, World  
Expo!*

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*Colorful night on Hengshan  
Road*





## Foreword

*Interchange & departure at  
People's Square*

The urbanization of Shanghai started hundreds of years ago, gradually extending to the west from the east mouth of the mother river – Suzhou River, witnessed by the splendid industrialization process: the establishment of the first textile mill in China, the first flour mill, grease mill, pharmaceutical factory, electric fan factory, etc. Lots of abandoned factory buildings had been left along the Suzhou River until the 1990s. Teng Kunyen, the designer from Taiwan was the first to reconstruct the old warehouses left by Du Yuesheng, the Shanghai Tycoon, which had marked a new beginning for Shanghai's architectural memories. In the underground city today, the Suzhou River together



with the crisscrossing eight subway serving as the inland transportation way has connected the whole city.

*The pace in the subway station  
is also the heartbeat of the city.*

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There is a group of people in Shanghai who do not take the subway frequently but are greatly interested by the subway itself. In the websites such as Ditiezu.com and Metrofans.sh.cn, we can always find there are people who carry heavy professional photographic equipments and wait in the hot sun for hours just to catch the moment when the subway rail cars in Line 3 and Line 4 passing by each other at the station platform. Some one has captured the scene when the snow-covered subway rail car was approaching in a rarely cold morning of Shanghai. There is also someone who has drawn a complete railway transportation

## Shanghai Metro Map

Updated July 2009

To check ticket prices, find the fastest route, check train times, hear station names in Mandarin, and more, visit [exploreshanghai.com](http://exploreshanghai.com)

- 1 Fujin Road – Xinzhuang
- 2 Songhong Road – Zhangjiang Hi-Tech Park
- 3 North Jiangyang Road – Shanghai South Railway Station
- 4 Loop line
- 5 Xinzhuang – Minhang Development Zone
- 6 Gangcheng Road – South Lingyan Road
- 7 Shiguang Road – Aerospace Museum
- 8 Songjiang Xincheng – Yishan Road



network map according to the construction process of the subway, and gives his opinions on the future plan of subway construction on the basis of such network map. Someone has collected the subway platform decorations at all stations and then classify and analyze them in detail. Others have collected the subway tickets including the memorial ones over the years, and the ticket collection trading for Line 1, 2, 3, 5 has emerged quietly. Shanghai Subway is still in its infancy comparing with many other subways with long histories, but people have begun to pay attention to the development of Shanghai's subway culture. In the near future, Shanghai Subway will surely become an essential part of Shanghai's local culture.

*Shanghai Metro Map*

*I "love" Shanghai*



If Shanghai Subway is a book, then we have taken 35 years to turn the title page of the book. In 1958, experts from the USSR asserted that the soft soil ground of Shanghai area contained too much water content to support the tunneling works. If Shanghai people had gave it up at that time, today the whole “book” would not exist at all.

## Chapter 1 Line 1





## **Something to know about the subway**

### **Line 1: The Title Page of Shanghai Subway**

If Shanghai Subway is a book, then we have taken 35 years to turn the title page of the book. In 1958, experts from the USSR asserted that the soft soil ground of Shanghai area contained too much water content to support the tunneling works. If Shanghai people had gave it up at that time, today the whole



*The operation of Subway Line 1 starts a new chapter.*

“book” would not exist at all.

In 1963, the tunneling test was conducted in Pudong Tangqiao, and the first trial trenching work in Hengshang Park in 1964 was not successful. The second trial trenching work in Caoxi Park in late 1970s has been accepted as a part of today's Line 1 after the contract for the construction of Line 1 was signed in May, 1989. Hence the construction of the underground